

# Atlanta to Charlotte Corridor Investment Plan PROJECT FACTS



Georgia Department of Transportation | June 2013

## PROJECT BACKGROUND

The Georgia Department of Transportation (GDOT) and Federal Railroad Administration (FRA) are preparing a Passenger Rail Corridor Investment Plan (PRCIP) for high-speed intercity passenger rail service between Atlanta, GA and Charlotte, NC. This is part of a larger high-speed rail initiative by FRA that extends north to Washington, DC, commonly referred to as the Southeast High Speed Rail (SEHSR) Corridor.

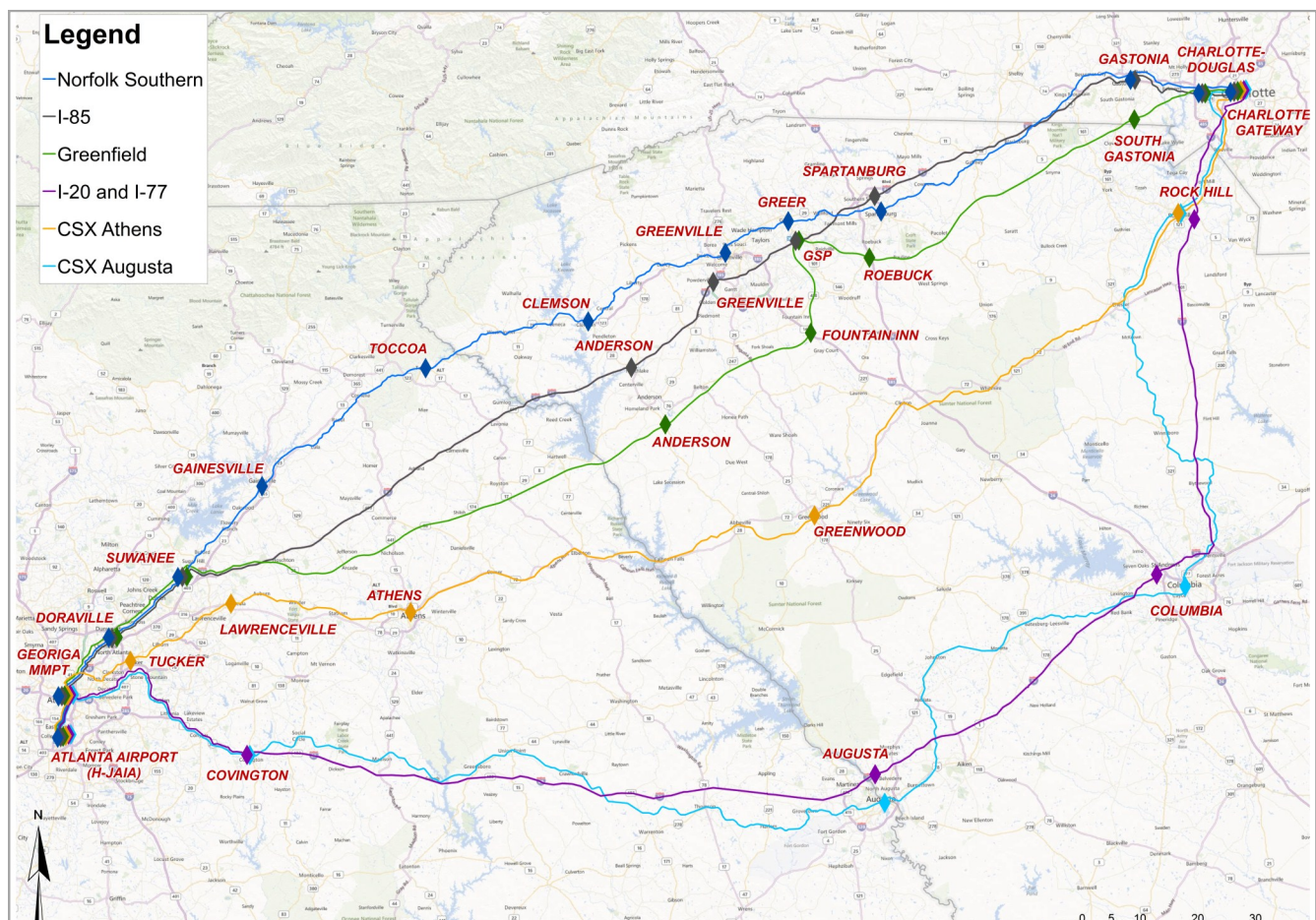
## PROJECT DESCRIPTION

The PRCIP will evaluate potential alternatives including shared operations on existing freight rail routes, passenger rail operations on or within interstate highway right-of-way and greenfield routes (new alignment on new right-of-way). Within each of the route alternatives, appropriate technologies and service levels will also be evaluated in order to establish a preferred route and service alternative.

## PROJECT DELIVERABLES

A PRCIP includes a Tier 1 Environmental Impact Statement (EIS) and a Service Development Plan (SDP). The Tier 1 EIS is a high-level environmental impact analysis associated with potential route alternatives to establish a preferred alternative. An SDP provides an overview of operations, implementation and phasing plan for the preferred alternative.

## INITIAL ROUTE ALTERNATIVES





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## PROJECT CONTACT

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## NEPA PROCESS

The Atlanta to Charlotte PRCIP will follow the “tiered” environmental analysis process that has two rounds—or tiers—of environmental review, rather than preparing a single Environmental Impact Statement (EIS) document as the basis for approving the entire project.

A Tier I EIS document, like the one that will be written for the Atlanta to Charlotte PRCIP, analyzes a project on a broad scale. The focus of the Atlanta to Charlotte PRCIP Tier I work will be to select a route and level of service, which will then be evaluated in more detail in future National Environmental Policy Act (NEPA) process steps. This Tier I EIS process is illustrated in the figure to the right.

Tier II includes one or more additional NEPA documents, which examine individual project or sections in detail.

## PROJECT SCHEDULE

This PRCIP, which started in June 2012, is planned to occur over a 3-year period. GDOT expects to select a preferred alternative in mid-2014 followed by public hearings and public comments. The Tier 1 EIS and SDP are scheduled to be completed in June 2015.

